

SHOWING
TO-DAY
KINGS
AIR-CONDITIONED

At 2.30, 5.15,
7.20 & 9.30 p.m.

FUN AND THRILLS IN BEERY'S BEST!

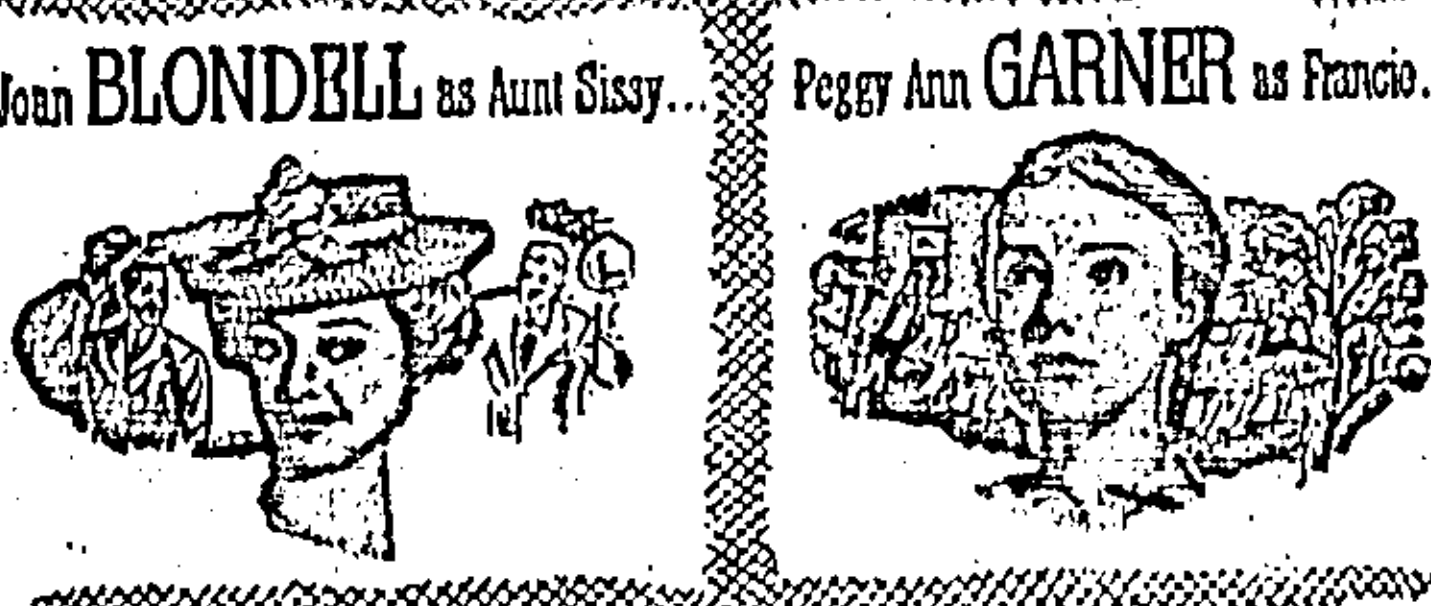
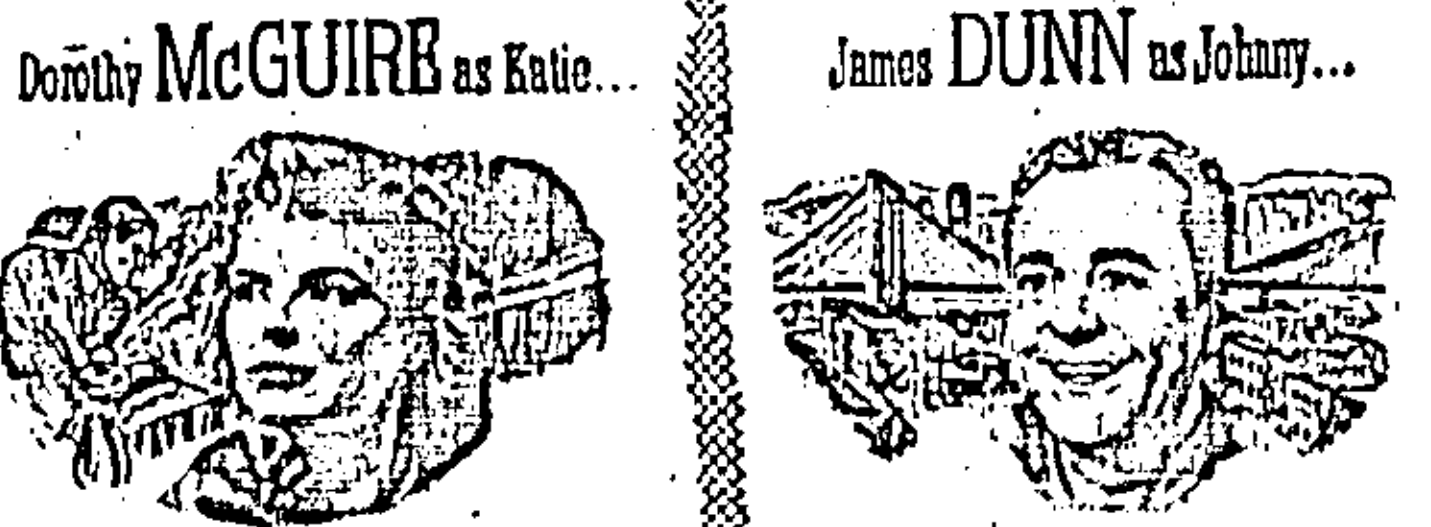


— SUNDAY MORNING AT 11.30 A.M. ONLY —
PAUL MUNI in
"COMMANDOS STRIKE AT DAWN"
A Columbia Picture — At Reduced Prices.

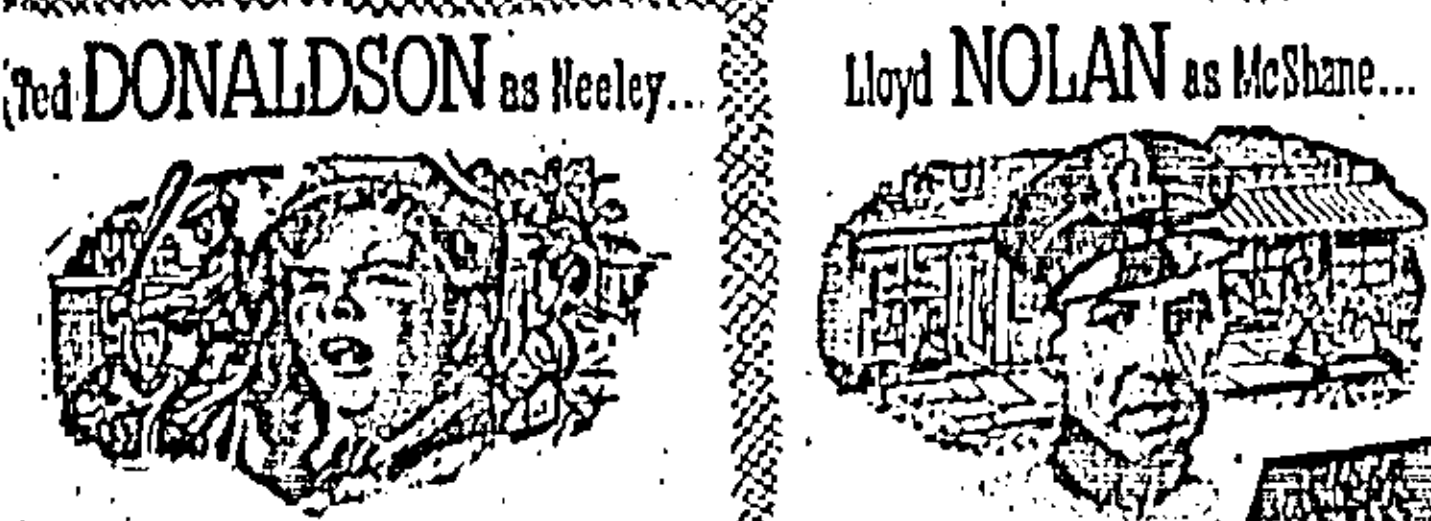
Lee Theatre
ADVANCE BOOKING OFFICE
ST. FRANCIS HOTEL, QUEEN'S ROAD, CENTRAL.
BOOKING HOURS: 11.00 a.m. to 5.30 p.m. Daily

OPENING TO-DAY
FOUR SHOWS AT 2.30, 5.00, 7.20 & 9.30 P.M.
(Please Note the Change of Time)

The Best-selling Book In Years!
The Best-loved Picture Of A Lifetime!

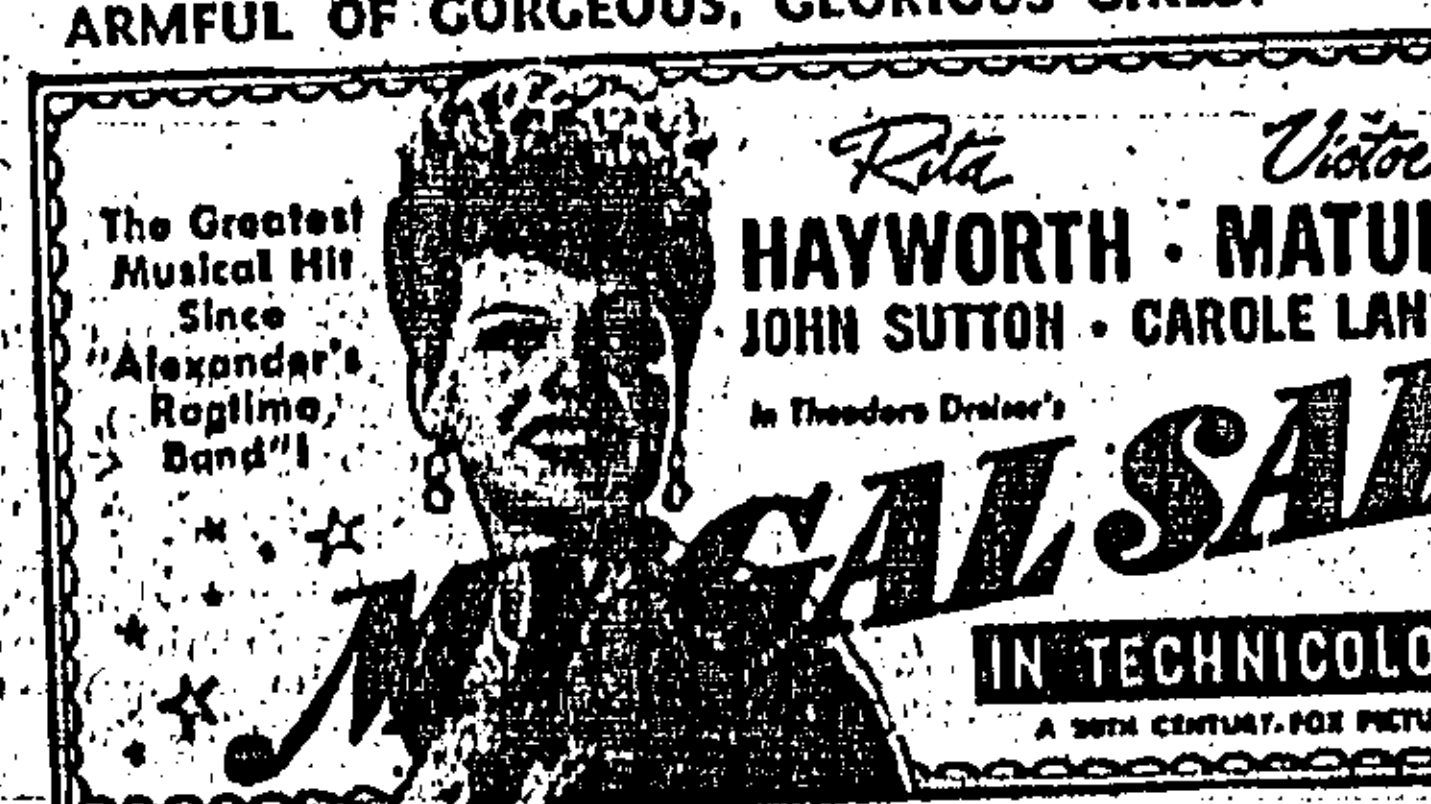


20.
Directed by ELIA KAZAN - Produced by LOUIS D. LIGHTON
Screen Play by Tom Chatterton and Frank Davis - Adapted from the novel by Betty Smith



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ORIENTAL
COMMENCING TO-DAY: 2.30-5.20-7.30-9.30 P.M.
THE YEAR'S MOST EYE-FILLING DANCE SPECTACLE!
ARMFUL OF GORGEOUS, GLORIOUS GIRLS!



THE HORSE LED TO THE WATER (Copyright in All Countries)

A REALISTIC POLICY FOR AIRWAYS

By CHARLES GARDNER
BBC Air Correspondent

AIR services are built from the ground up. This is a simple basic truth of commercial aviation; but it is one which is being forgotten.

Those over-optimistic prophets who talk about 1,000-mile-an-hour airliners in 1957 are forgetting it. So are the people who predict 300-ton landplanes girdling the earth in the next decade. But the men who do not and cannot forget this first principle are the planners of the great air routes—the "back-room boys" of civil aviation.

Working at their desks with slide rules, charts and dividers, these unpublicised scientists know from bitter experience that it is the airport, and the facilities installed there which govern air travel. To tell one of these men, after he has spent all day working out how a 36-ton Hermes IV can operate from a 2,000-yard runway in Africa that, by 1955, the British Commonwealth will be served by 100-ton 100-seaters, and you are likely to get a rude answer.

The truth of the matter is that, unless there is a big and expensive programme of building or extending airports at places like Malta, Cairo, Khartoum, Nairobi, Singapore, Hong-kong, Surabaya and the like, then it is almost impossible to operate efficiently even the aircraft which are available today.

Let us do a bit more grubbing back to first principles. One of our great war leaders said that whenever he was in doubt he always referred to an elementary textbook—not an advanced one. It won't hurt us lesser mortals to do the same.

What does an airline exist for—be it nationalised or privately run?

Efficiency & Comfort
It exists to carry the maximum number of people efficiently and comfortably from A to B—as cheaply and as quickly as is possible with safety and with profit.

For the moment let us assume the safety, efficiency and comfort, and look at the business of carrying the maximum number of people at the greatest speed—with profit.

All over the world airlines today are "in the red"—and I suggest that this is so because they have ignored their own "slide rule kings" and departed from these basic laws of economic operation. They have over-concentrated on speed (or size, or comfort, or cheapness) and the result has been that they are running at a serious loss, threatening

the whole artificially bolstered industry. World civil aviation cannot continue to run on an overdraft. The whole bubble is already getting ripe for a burst because too much "puft" has been put into it, and not enough substance.

Aircraft To Fit

"The maximum number of people, at the greatest speed, and with profit." What does this really mean? It means designing aircraft to fit existing routes and available airfields—and making those airfields big enough to take them.

This last item alone rules out, for the moment, the staggering speeds being bandied about by the uninformed. As Sir Frederick Handley Page said: "Speed is expensive." And the immediate chances of a 600-mile-an-hour airliner which will carry enough load at reasonable fare to repay its operating expenses is pretty remote. Until such aircraft are paying propositions, serious commercial aviation can only cripple itself by using them. Only on the North Atlantic route is there even an opening for such a machine.

To prove my point about the solid step-by-step planning on which alone can proper route flying be founded, let us become "back room boys" for British Overseas Airways Corporation and examine one of their most important services—London-Johannesburg. Let us see from our study what kind of aircraft is needed on this route.

First Things First

First things come first. We will list the intermediate stopping places for which there is a traffic demand—and then see what size airfields are available. Remember that people want to go to all these places, and that aviation exists to take them there.

The route is—London-Marseilles (653 miles); Malta (811), Calcutta (1,189), Khartoum (1,805), Nairobi (1,450), Johannesburg (1,896)—the figures in brackets being the mileages between the stops.

A quick survey of the runway lengths and strengths at these places will show us that modern aircraft of above 35,000 lbs. all-up weight cannot land at most of them. Even this size of machine (30/35 seater) can only operate at certain enlargement work, or even some new airfields at Malta, Cairo, Khartoum and Nairobi are pressed on with.

So now we know that we are limited to a 25-ton aircraft—and also that it must be able to fly 1,886 miles non-stop—unless an in-

termediate halt can be found between Nairobi and Johannesburg. Actually it is proposed to lengthen the runways at a place called Ndola in Northern Rhodesia (roughly half way), and assuming this is done, the next longest stage is Khartoum-Nairobi—1,455 miles. The next longest is Malta-Cairo (1,189)—which is over sea and cannot be cut down. The aircraft, therefore, must have a safe range of 1,200 to 1,500 miles—which means an actual still air range (allowing for diversions, headwinds, etc.) of about 2,500 miles. This means about 19,000 lbs. weight of petrol.

Application of known formulae will now show that an aircraft of 35,000 lbs. all-up weight, which has to carry 19,000 lbs. of petrol, will have a payload of roughly 10,000 lbs.—approximately 36 day passengers plus mail.

Operating Cost

We now have a pretty good idea of our aircraft—excepting for the important point of its speed which really means its engine power, and therefore its operating cost.

These things, however, are limited by the fact that there are only 30 passengers and 1,000 lbs. or so of mail to pay for the running cost. A balance now has to be struck between the economic fare which these 36 people are willing to pay, and the speed which that aircraft can give them for the money. If it works out at much more than 300 miles an hour I would be very surprised.

The above, then, is the only basic commonsense, commercial and sound way of planning airline operation. The actual planning detail varies—sometimes various available engines are made a basis for calculations; sometimes an economically desirable speed is cut down passenger fatigue on a long stage—but always the essentials are airfields, and the first passenger potential and longest "hops".

In other words, aircraft must be designed for the route, and not the other way round. Luckily two of British Overseas Airways Corporation's main lines face almost similar problems of airfield and range—the South African run, and that to Australia and the Far East. The non-stop North Atlantic schedule, however, calls for an entirely different type of machine. There are no airfields en route of about 5,000 miles still air range of about 5,000 miles must be allowed for. High speeds and big sizes may be obtainable economically on this route. If the structure weight of the airframe can be kept down enough to allow of a high payload. If not, refuelling in the air may come into its own.

STORMS AROUND CLEM ATTLEE

By ERNEST THURTMER, M. P.

MR ATTLEE has been having rough treatment from foes and alleged friends alike. Attacked outright or damned with faint praise, he may well recall Macaulay's definition of political authority as a "closely watched slavery mocked with the name of power." Storms threatening his leadership are no new experience for him. Hitherto he has survived them all, as he will doubtless survive the present one, by placidly pursuing his course: Our captain's great notion, when sailing the ocean, is merely to tinkle his bell.

This time, I think, something more vigorous and dynamic is required, for it appears that no small number of the crew are in mutinous mood.

LABOUR, however, must really make up its mind as to the sort of leader or Prime Minister it wants.

Does it, as a democratic party, want a leader who is first among equals? Or is it hankering after the Führer concept, which makes of a leader a virtual dictator?

Years ago, after the Ramsay MacDonald affair, the world went forth that the party wanted no more leaders of the aloof, quasi-dictator type, but rather those close to the rank and file, and responsive to majority opinion.

Is the fashion changing again I wonder. We can have a Cabinet head who "collects the voices" of his colleagues, and acts accordingly.

Or we can have (perhaps) a virtual dictator, who imposes his individual will. What we cannot have is both brands of leadership at the same time.

RAYMOND BLACKBURN, eloquent Labour member for King's Norton, has been developing a defiant mood towards his party. He voted against the Supplies and Services Bill, and, incidentally, attacked the Attorney-General with great vigour.

Blackburn, who is only 32, though he looks older, is a barrister with an excellent war record.

Greatly disturbed about the present position and prospects of Britain, he does not hesitate to give expression to critical views.

Of his sincerity I have no doubt. But I would not say the same of the soundness of his political judgment. He should, however, be forgiven much for his courage, which is of a rare kind.

To vote against the party on an important issue is a serious offence, and some may want to discipline Blackburn.

CERTAINLY the Lord-Chancellor, who is said to fill his great office with distinction, is no rabid partisan.

Notable in this connection was his lukewarm defence of the Supplies and Services Bill, for which the Government fought so vigorously in the Commons.

Lord Jowitt actually told his fellow peers that, in his opinion, this measure was unnecessary, but, since others thought differently, the issue was before them.

Thus faintly blessed, the Bill passed through their Lordships' House unopposed.

BY THE WAY by Beachcomber

TODAY, had I the mind, I could insult all you gadgets with impunity. Your quavering complaints would not reach me, for by the time you read this I shall be in the mountains, in a place so savage that the only mule-track with twelve miles is closed for eight months of the year.

No radio, no post, no papers, no landing grounds, nothing on wheels. The wine is rough, black, and as strong as a Percheron horse. The songs are profoundly melancholy, but without any of your dirty pagan despair in them.

In my right hand I hold the great staff of Duraland, and on my head the Cattle-Hat of Clomel.

Mirage
It will not be my Pyrenees this time; but the memory of them will haunt me as I go on my way under less magical skies. At every turn of the way, I shall expect to see the Pena de Oroel, and many a torrent will borrow the voice of Aragon, that noble river, as he plunges down by the ancient ruins of Santa Cristina, and by Los Aranaones, where you sleep on the floor among the muleteers, and down again to Canfranc, where Murruco pours for you the wine that restores you to your first youth. And at the end of every valley, far away in the distance, I

shall think I see my Jaca, where the house of Constanza Mur has waited too long to welcome me back.

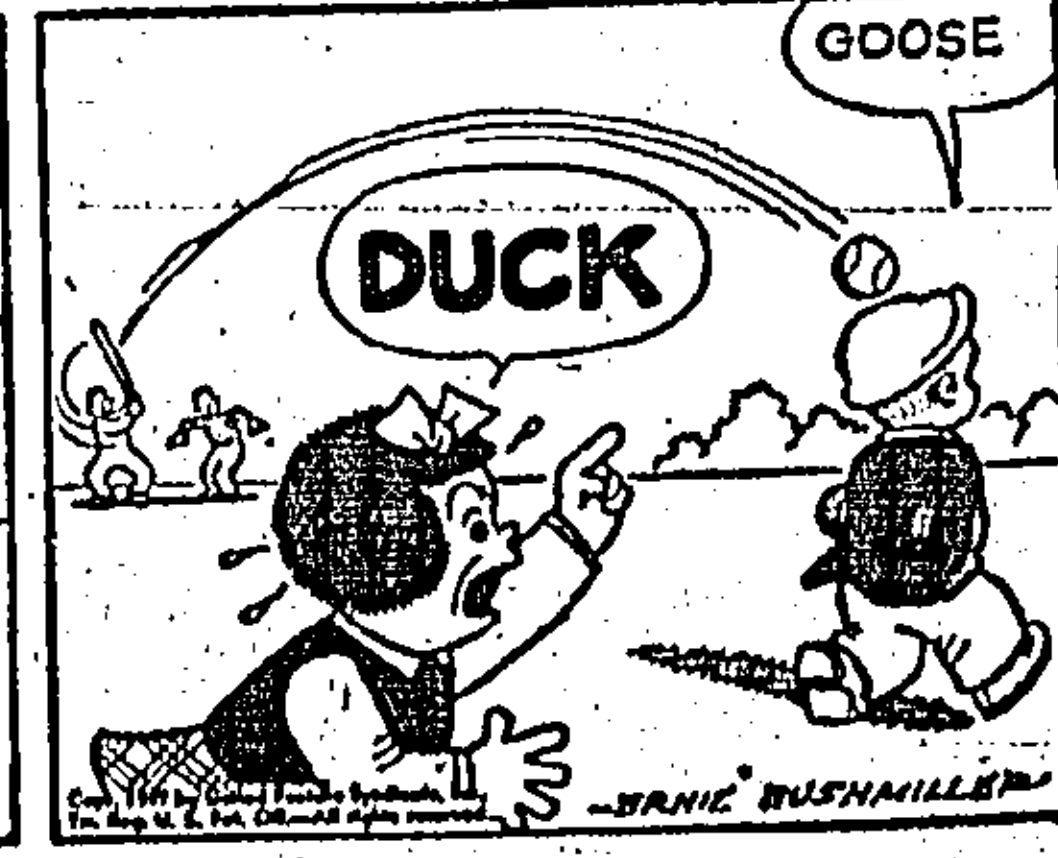
Souvenir
"Bring us back a mountain," I hear you cry in chorus. By the way, would you believe it? As Bonaparte set sail for Egypt in 1798, the frivolous Josephine cried from the quay: "If you go to Thebes send me a little obelisk," as who should say, "Just a tiny little one for a paperweight."

In the gay spirit in which the loiterer outside the Inn at Uxbridge shouted to the old man on the canal barge: "Bring us back a parrot."

Advice to the reader
TREAT my understudy as you treat me. If he splits an infinitive, report him to the Society of Women Writers. If he ends a sentence with a preposition, write to the editor a dignified letter saying you propose to give up the paper. If he makes a joke which you do not understand, tell him it isn't funny. Meanwhile, work my name in wool, and try not to look so stupid.

Tail-piece
BRING ME BACK SOME NICE STATISTICS!

NANCY His Goose Is Cooked



By Ernie Bushmiller

When You Feel Tired and Restless
Ask For
ELLIOTTS TONIC
On Sale at All Dispensaries

Women BEAUTY ARTS

This Space Every Day
By LOIS LEEDS



Posed for Lois Leeds.

Here's how to put on your makeup for that Smooth Look!

"DEAR LOIS LEEDS"

"Dear Lois Leeds—Please tell me, will massage aid the growth of thin, straggly hair? I am in perfect health but have dreadful, dead-looking, thinning hair."

—A WOMAN.

Massage will stimulate circulation, thus improving the health of the scalp and hair. The massage should be carried out faithfully. And use a good hair ointment. Daily brushing is very helpful and sun-drying and weekly shampoos will help.

"Dear Lois Leeds—How can I get that smooth look to my skin which I see on women in New York and other large cities?—HOPEFUL."

Those women you see in large cities have taken the time to blend and stroke on a foundation cream or lotion (sometimes both) before powdering. Here's the way to do it. Cleanse the skin, then go over it with skin lotion, a mild cologne or witch hazel. Blot dry with tissues, then blend foundation cream care-

fully on throat and face. Blot, then stroke on a powder lotion and blot again. Dot on cream rouge and blend, then pat on your powder. You can do it in less time than it sounds and you will get that smooth, sophisticated effect. Try it!

"Dear Lois Leeds—Is 60 too old to use a little makeup?—BRAN."

Of course not! A touch of colour on lips and cheeks is important to the morale of every woman!

"Dear Lois Leeds—I have a large black hat of straw. It's good but the flowers look dead and sad. What could I do to pep it up?"

—M. LOUISE A.

Use wide plaid ribbon around the crown and tie a big bow in the back. If you are clever at hat making, cut out the top of the crown. You can change ribbons as often as you like.

PHOTOGENIC BALLERINA

Cigna Morosova, 20-year-old ballerina of the Russian Ballet at Covent Garden, likes the British public best of all international audiences.

She has a sound basis for her opinion because she has danced in many parts of the world. She survived five revolutions during her tour of South America.

The ballerina is the wife of Colonel W. de Basil, director of the Russian Ballet.

Off-stage she wears blue—from navy to powder, from stripes to polka-dots in crisp unfussy dresses that emphasize large violet-blue eyes and the gold in her fair hair.

Her favourite hats are a natural straw clipical hat crowned with navy blue roses and ribbon, and a white bonnet with a froth of white tulle.

If her dance costumes are elegant, colourful and designed in the tradition of the true Russian ballet. The ballerina is so photogenic that London is wondering why the films have not claimed her.

SIDE GLANCES

By Galbraith



"Dr Jones is a very interesting speaker—and we've arranged for him to discuss the awful state of the world at our community picnic!"

Jap Youth Eager To Learn Democracy

Japanese youths are eager to learn the ways of freedom, but it will take "a generation or two" before real democratic leadership can be inculcated in the young people, according to Russell L. Durgin, veteran YMCA leader in Japan.

Mr Durgin returned to America recently from Japan after 21 months as chief of youth organisations and student activities on Gen. Douglas MacArthur's staff. Before the war, he had spent 23 years in that

country. He told a press conference that Japanese youth already has made some progress toward democracy.

Describing in particular youth associations set up in 10,000 villages throughout Japan, Mr Durgin reported that new characteristics of the youth movement are:

1. Co-education—a revolutionary development in Japan.
2. Leadership by young people themselves. Older people directed the pre-occupation by youth associations.

3. Recognition by the young people of their responsibility for helping to develop democracy—although they are vague in their understanding of that term.

If the United States helps to build freedom-loving leadership among the youth of Japan, there is the question "that Japan will develop in a democratic way," Mr Durgin asserted.

This process of democratic education is being held back partially, however, by lack of educational materials.

"While they are hungry to learn what has been going on in the world, we haven't done a thing to meet that need," he said.

Extremes Soon

Two extremes must be guarded against in the Japanese youth movement—Communism and resurgence of ultranationalism, the YMCA official cautioned. Notwithstanding local appearances of these ideologies in the youth movement, Mr Durgin told reporters he was not alarmed that Japanese youth would espouse either of the two forms of totalitarianism.

Although Japanese girls are taking a more active part in the youth movement in Japan, they have not yet overcome their "inferior" social status under Japanese tradition, he said. It will take them time to learn how to express themselves, he explained.

The youth associations' programmes include education, culture, handicraft, arts, recreation, domestic science, community service, and civic education.

What's new on records? Great guns

THE American cast of "Annie Get Your Gun" (which is the sensation of the season at the Coliseum, London) has made a set of very good records of the numbers from the show.

Ethel Merman is the star and she features on most of them. Ray Middleton joins her in "Anything you can do, I can do," and he is on his own with "My defence is down," and "The girl that I marry."

I have a feeling that everyone will soon be humming "Who do you love I hope," recorded charmingly by Robert Lenn and Kathleen Carnes. Ethel Merman sings in her particular style, "Doin' what comes naturally." "You can't get a man with a gun," and "I got the sun in the morning." The whole score and lyrics come from Irving Berlin and the records are Brunswick (03770-03774).

While Ethel Merman is in a class of her own, I expect we shall soon be hearing records from Dolores Gray, who takes Ethel Merman's part in London, and Bill Johnson, the American juvenile lead at the Coliseum. Miss Gray has charm, personality, youth and a voice—and Mr Johnson has everything and a voice too.

ROBERT TREDINNICK

TWO-WAY ROUTE FOR WEDDING

Stands for the public, it has been officially decided, will not be put up on the procession route from Buckingham Palace to Westminster Abbey when Princess Elizabeth and Lieutenant Philip Mountbatten are married on November 20.

Shortage of timber, steel and labour, combined with the economic crisis, have brought about the decision.

It will be a "stand-up-to see" Royal wedding. The only members of the public who will get grandstand views of the procession will be those who are lucky enough to obtain seats in windows of Government or privately-owned buildings overlooking the route.

High prices. And—as was the case on Victory Day and Coronation Day—charges for seats in privately-owned buildings are certain to be high.

So that as many people as possible will be able to see the Royal procession, it is probable that the Princess and Lieutenant Philip will arrive at Westminster Abbey along one route, and return to Buckingham Palace by another.

If the direct route, along the Mall and Whitehall, were taken both to and from the Abbey, only a small fraction of the millions who will want to see the procession would be able to do so.

The police, also, would be faced with an impossible task in trying to control the vast crowds who would be jammed together on such a short route.

The King will decide

Plans are accordingly being discussed for an alternative route for the return journey from the Abbey to the Palace.

One suggested route is: Westminister Abbey, Parliament-square, Westminster Bridge, Albert Embankment, Vauxhall Bridge, Vauxhall Bridge-road, Victoria, Buckingham Palace-road, Buckingham Palace.

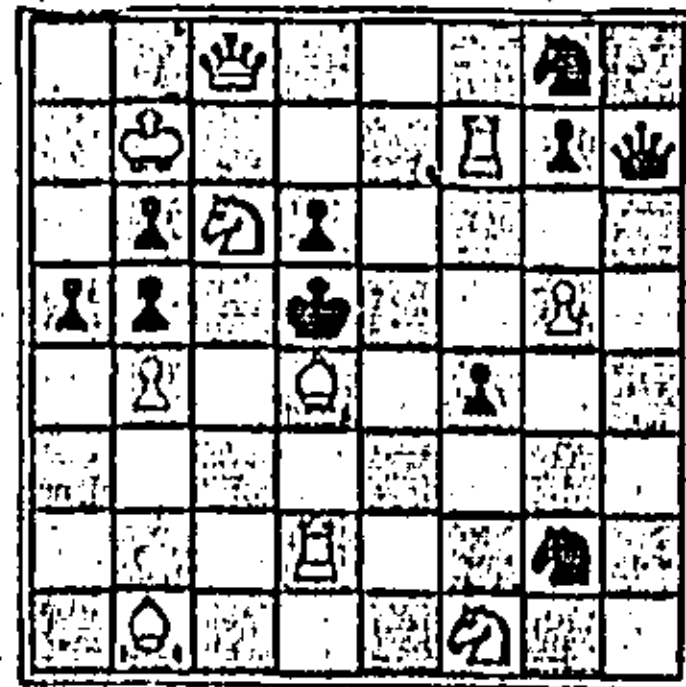
This route, if selected, would enable the people of South London to see the procession.

Final decision on the choice of routes rests with the King.

CHESS PROBLEM

By A. K. ELWORTHY

Black, 10 pieces.



White, 10 pieces.

White to play and mate in two. Solution to yesterday's problem: 1. Q-R7, any; 2. R (ch), dis ch. or ddi ch), Kt, or P (dis ch) mates.

SHORTAGE OF SKELETONS; PRICE SOARS

If you've got a skeleton in your closet—it's worth four times what it was before the war.

Britain's dealers in supplies for medical students say there is a shortage of skeletons. They have orders from hospitals—and even artists—piling up on their books, but no chance of meeting the demand.

"We've been dealing lately mostly in second-hand skeletons," said a dealer. "We could use any number of good half-sets."

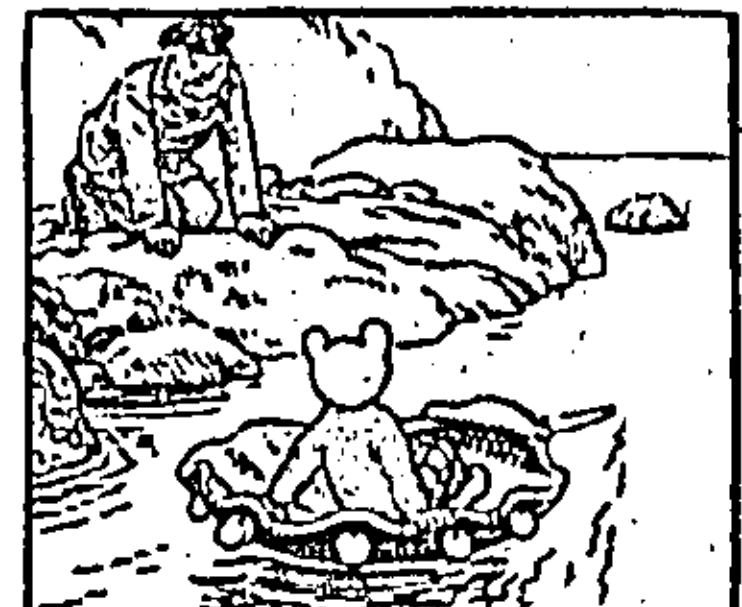
A "half-set" means the skull, spinal column, one leg, one arm and one set of ribs.

"One side of the ribs looks just like the other," he said, "so it saves space and expense to get only one portion of anatomy."

Before the war French and German agents used to tour the Harz Mountain regions of Brunswick, persuading peasants to sell their skeletons, payable in the course of time. The agents kept a close watch on their property and collected immediately on expiration of the mortgage.

The war depleted the number of peasants and agents, and no one yet has been able to make an acceptable plastic substitute.—United Press.

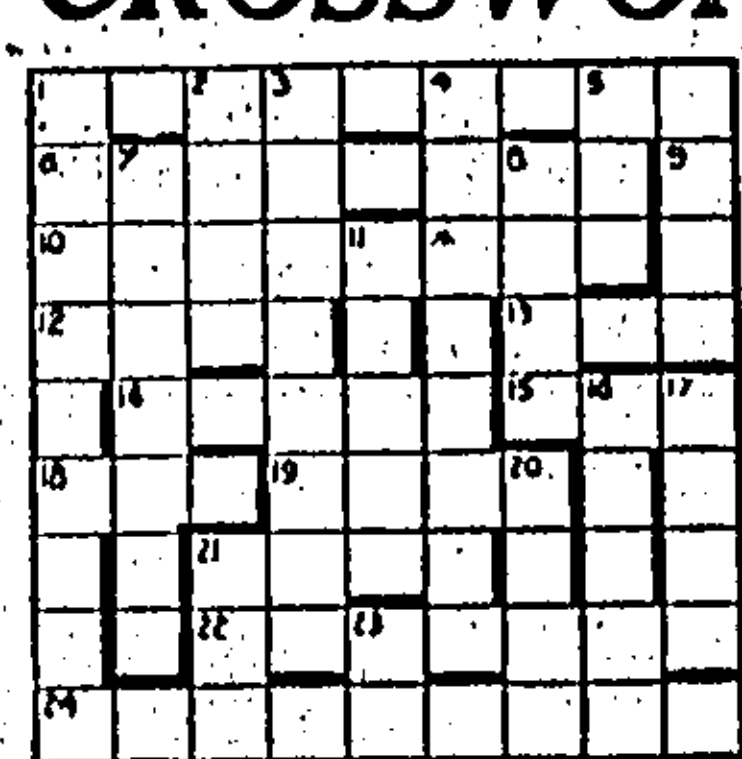
Rupert and the Jumping Fish—23



The jumping fish serves the towing cord and swimming under water, pulls the shell with Rupert inside round the shore, while the old Cap'n keeps pace along the beach, looking excited as the little boat himself. When the fish stops, Cap'n Binnacle kneels down and gazes at the shell. "I've seen many queer things in my life," he cries, "but I've never heard of anyone going to sea in a craft like that! You've got a lot of pluck, and I'll be glad to see you safe home again."

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CROSSWORD PUZZLE



Across
1. and 6 down. "The said most poet." (4, 2, 3, 5).
2. Get a reel to tape. (6)
3. It calls for votes. (6)
4. Run a net can be tidy. (4)
5. Ball of yarn. (5)
6. A word that needs dry to crawl on the earth. (5)

Down
7. Rule established by authority. (5)
8. Appears regularly before night. (3)
9. Low, as applied to tides. (4)
10. Heavy on high slanders. (4)
11. Sharply. (7)
12. A rare type (anag.). (9)
13. Bomber? (9)
14. A displaced leaf. (4)
15. Pertaining to the structure of the earth's crust. (5)
16. Do-nothing, as a fine ant may agree. (5)
17. Planning to good taste. (7)
18. The reverse of swap. (4)
19. A cure for marking sheep. (5)
20. Watchful? alert. (4)
21. Victim. (4)
22. Stout. (3)
23. This train goes to town. (3)

Solution of yesterday's puzzle: Across: 1. The said most poet. (4, 2, 3, 5). 2. Get a reel to tape. (6) 3. It calls for votes. (6) 4. Run a net can be tidy. (4) 5. Ball of yarn. (5) 6. A word that needs dry to crawl on the earth. (5) Down: 7. Rule established by authority. (5) 8. Appears regularly before night. (3) 9. Low, as applied to tides. (4) 10. Heavy on high slanders. (4) 11. Sharply. (7) 12. A rare type (anag.). (9) 13. Bomber? (9) 14. A displaced leaf. (4) 15. Pertaining to the structure of the earth's crust. (5) 16. Do-nothing, as a fine ant may agree. (5) 17. Planning to good taste. (7) 18. The reverse of swap. (4) 19. A cure for marking sheep. (5) 20. Watchful? alert. (4) 21. Victim. (4) 22. Stout. (3) 23. This train goes to town. (3)

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SPECIAL TIMES

QUEEN'S

A.M. 30 P.M.

PROUD WINNER OF
NINE
ACADEMY AWARDS!



"The BEST Years of Our Lives"
starring MYRNA LOY • FREDRIC MARCH • DANA ANDREWS
TERESA WRIGHT • VIRGINIA MAYO • HOAGY CARMICHAEL
Directed by WILLIAM WYLLER • Screen play by ROBERT E. SHERWOOD Released by RKO Radio Pictures

NEXT CHANGE! IN TECHNICOLOR

"CENTENNIAL SUMMER"
Joanne CRAIN • Cornel WILDE • Linda DARNELL

ALHAMBRA

CENTRAL

DAILY AT 2:30 5:20 7:20 & 9:20 P.M.

DAILY AT 2:30 5:15 7:15 & 9:15 P.M.

SHOWING TO-DAY

NOT BEFORE TODAY
COULD THIS STORY BE REVEALED... A NAMELESS OUTCAST WHOSE CRIME WAS NOT A CRIME... BUT AN ACT OF MATCHLESS COURAGE!

Errol Flynn
Paul Lukas

1943's Academy Award Winner

WARNER BROS. GLORIOUS NEW HIT!

Uncertain Glory

JEAN SULLIVAN • LUCIE WATSON
Directed by Raoul Walsh • Screen Play by Louis Veddy and Alan Brand • From an Original Story by Joe May and Lucie Watson

Introducing lovely Jean Sullivan as Marjorie—the girl who knew him best... and loved him most!

NEXT CHANGE AT THE KING'S

M-G-M's Glorious Love Story with Music and TECHNICOLOR!

MEET ME IN ST. LOUIS

Judy Garland
Margaret O'Brien

MARY ASTOR • LUCILLE BREMER
TOM DRAKE • MARJORIE MAIN

AN M-G-M PICTURE

STAR
Phone 58555

2.30, 5.30, 7.30 & 9.30 p.m.

TO-DAY ONLY

Smile! Chuckle! Roar!

at

Irone DUNNE • Robert MONTGOMERY

Proston FOSTER

in

"UNFINISHED BUSINESS"

TO-MORROW

"SUDAN"

In Technicolor

— SUNDAY —

"WHO DONE IT"

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